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CLASSIFICATION SECRET

COUNTRY East Germany

REPORT NO. [REDACTED]

TOPIC Merseburg Airfield

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EVALUATION [REDACTED]

PLACE OBTAINED [REDACTED]

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DATE OF CONTENT 11 March to 4 April 1954

DATE OBTAINED [REDACTED]

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DATE PREPARED 30 April

REFERENCES

PAGES

ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. The following observations were made at Merseburg airfield between 11 March and 4 April 1954:

11 to 19 March. No air activity was observed at the field.

20 March. Between 11:30 a.m. and 4:55 p.m., aircraft including two with the Nos 344 and 0422 Y practiced flying in elements of twos.

21 March. There was no air activity. The weather was cloudless.

22 March. During the afternoon, flying was practiced in formations of threes and fours. There were no clouds and visibility was good. Some times, the formations of fours

assembled in larger formations. Formation flying was practiced at altitudes from 8,000 to 10,000 meters for 50 to 60 minutes duration.

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A total of 69 MiG-15s or U-MiG-15s were counted on the landing field, the aircraft revetments, and in the hangars. Night flying was practiced from 7 p.m. until about 3 a.m.

23 March. Between 11 a.m. and 12:30 p.m., some local flights were made by swept-back jet aircraft. There was cloudless weather.

24 March. During the afternoon until nightfall, there was flying in elements of twos and formations of fours which remained aloft for 40 to 50 minutes.

25X1

25 March. Between 10 a.m. and noon, local individual flights were made by MiG-15 or U-MiG-15s. There was a closed ceiling at an altitude of 500 meters.

25X1

26 March. Between 10:30 a.m. and 4:15 p.m., there was little air activity. The sky was overcast at an altitude of 300 meters.

27 March. Between 9 a.m. and 3 p.m., local flying was practiced by individual swept-back jet fighters. There was a 2/10 overcast.

28 March. No aircraft were observed aloft. The ceiling was closed.

29 March. Between 10:30 a.m. and 3 p.m., some local flights were made. There were no clouds.

30 March. Between 9 a.m. and 6 p.m., formation flying in groups of twos and fours was practiced with up to 8 aircraft which remained aloft for 50 to 60 minutes. There was a closed ceiling at an altitude of 800 meters. Some of the aircraft practiced close-order formation flying and other aircraft flew in wide formations.

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25X1A

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31 March. Between 10 a.m. and 6 p.m., local individual flights were made. There were a closed ceiling at an altitude of 100 meters and visibility of 3 km.

1 April. Throughout the day, no aircraft were observed aloft. The sky was overcast. After 7 p.m., individual MiG-15 or U-MiG-15s made local flights and took off at intervals of 10 to 15 minutes. Source believed that 2 or 3 aircraft were involved in night flying which continued until about 3 a.m. The lighting facilities at the field were in operation. The red beacon light in the eastern extension of the runway gave the identification signal MS.

2 April. Between 10:30 a.m. and 4:50 p.m., some MiG-15 or U-MiG-15s made local flights almost without interruptions. Beginning at 6 p.m., night flying was practiced as on the preceding days.

3 April. Between 8:30 a.m. and 2 p.m., some local flights were made at large intervals. There was a closed ceiling at an altitude of 500 meters.

4 April. No air activity was observed. Twenty MiG-15 or U-MiG-15s were counted on the landing field, including 4 alert aircraft parked south of the eastern end of the runway. Since recently, all of the aircraft involved in air activity have been equipped with auxiliary fuel tanks. Source also noticed that, during the preceding days, air activity by non-local aircraft crossing over the field or near its boundary had considerably increased.

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25X1A Comment. According to the present report, a total of 69 MiG-15s were counted on the landing field, in the revetments and in the hangars at Merseburg airfield on 22 March 1954. On 4 April, source observed only 20 MiG-15s on the landing field. Source has been requested to restate if this could have been the total aircraft strength at Merseburg on this day. Since 1 October 1953, 64 aircraft have been reported from Merseburg airfield including 9 from Altenburg airfield, 5 from Koethen airfield, 2 from Erfurt-Bindersleben airfield, and 1 each from Briesen, 25X1  
Laerz and Grossenhain airfields.

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